

FALLS CHURCH GATEWAY

500-520 NORTH WASHINGTON STREET | CITY COUNCIL - PLANNING COMMISSION WORK SESSION



AKRIDGE

CUNNINGHAM | QUILL ARCHITECTS

AKRIDGE Awards



- DC Mayor's Award for Historic Preservation
- Momentum Award- recognizing a shared Vision with the city for healthy, robust, and economic development
- Award of Excellence for Best Urban Office over 150,000SF



- The Office Building of the Year (TOBY) awarded by the Apartment and Office Building Association (AOBA)
- Seven time winner of national Community Impact Award for Client Service Community



- Finalist in Ethics Award competition



- Awarded by RealComm for best Use in Automation in Property Management.

CUNNINGHAM | QUILL ARCHITECTS

Awards and Recognition



CATON'S WALK
WASHINGTON DC



TAKOMA WALK
TAKOMA PARK, MARYLAND



HERNDON SENIOR CENTER
HERNDON VA



THE ALTA
WASHINGTON, DC

Meetings with City of Falls Church, Community and Recognition

- | | |
|--------------------|---|
| June '05: | 1. First meeting with Planning Staff |
| June '06: | 2. First Joint Worksession with City Council & Planning Commission |
| July '06: | 3. Project recognized by Smart Growth Alliance |
| July - August '06: | 4. Community meetings with Gresham Place and Jefferson Street |
| October '06: | 5. Application study scoping meeting with Planning Staff |
| March '07: | 6. Community Benefits meetings with City Staff |
| May '07: | 7. Draft Rezoning & Special Exceptions Application submitted for review |
| July '07: | 8. Rezoning & Special Exceptions Application submitted |
| September '07: | 9. Second Joint Worksession with City Council & Planning Commission |
| November '07: | 10. Revisions to redevelopment plan submitted for review |
| March - May '08: | 11. Community Benefits meetings with City Staff |
| July '08 | 12. Third Joint Worksession with City Council & Planning Commission |

Historic Research: Evolution of Place



Electric trolley station and steam railroad station.
East Falls Church, circa 1900.



East Falls Church Railroad Station Circa 1900



Falls Church garage,
Lee Highway at Four Mile Run
East Falls Church, 1917.

Existing Site Context | Gateway Transition



VILLAGE VIEWSHEDS



EXISTING BUILDINGS ON SITE

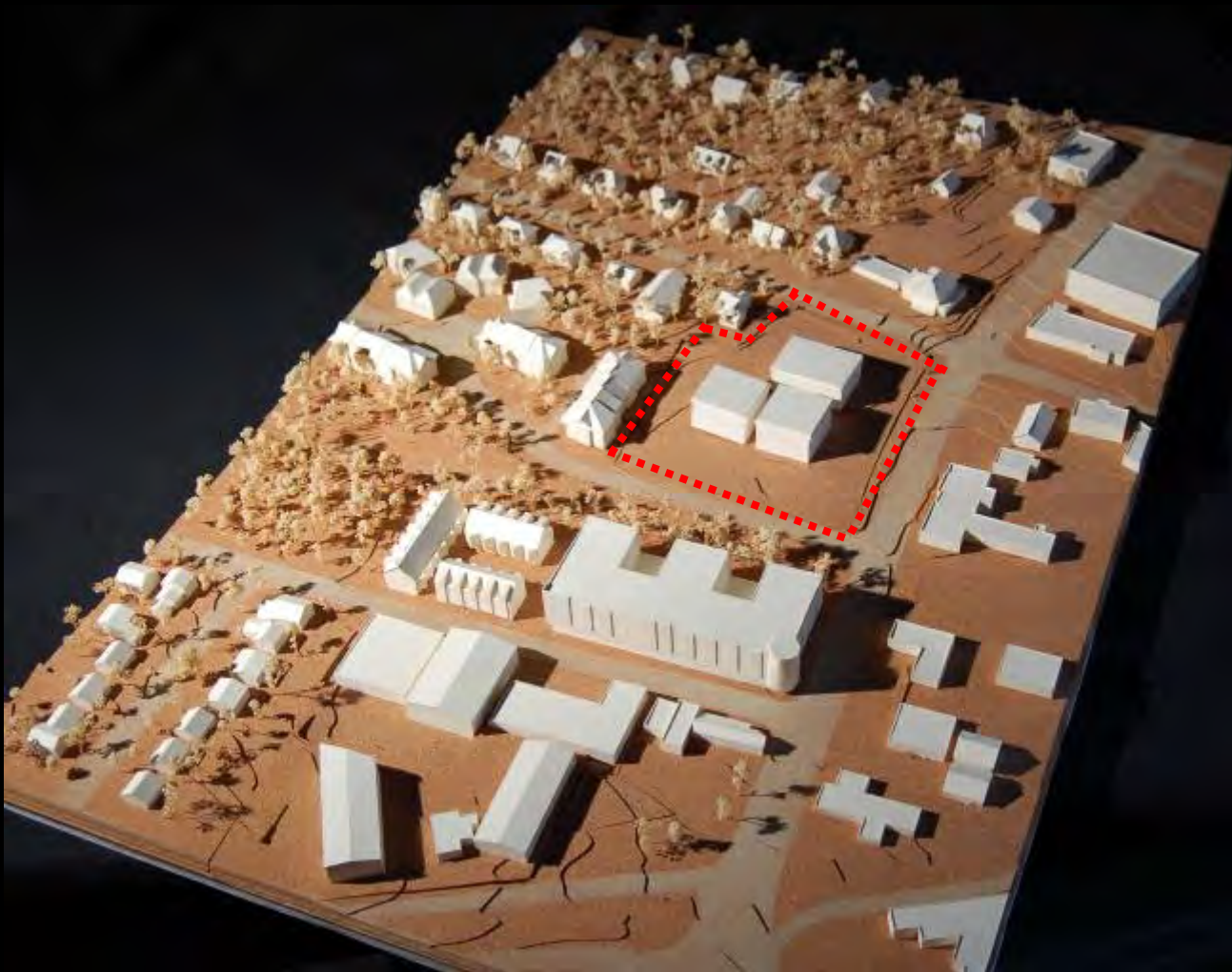


PROXIMITY TO METRO

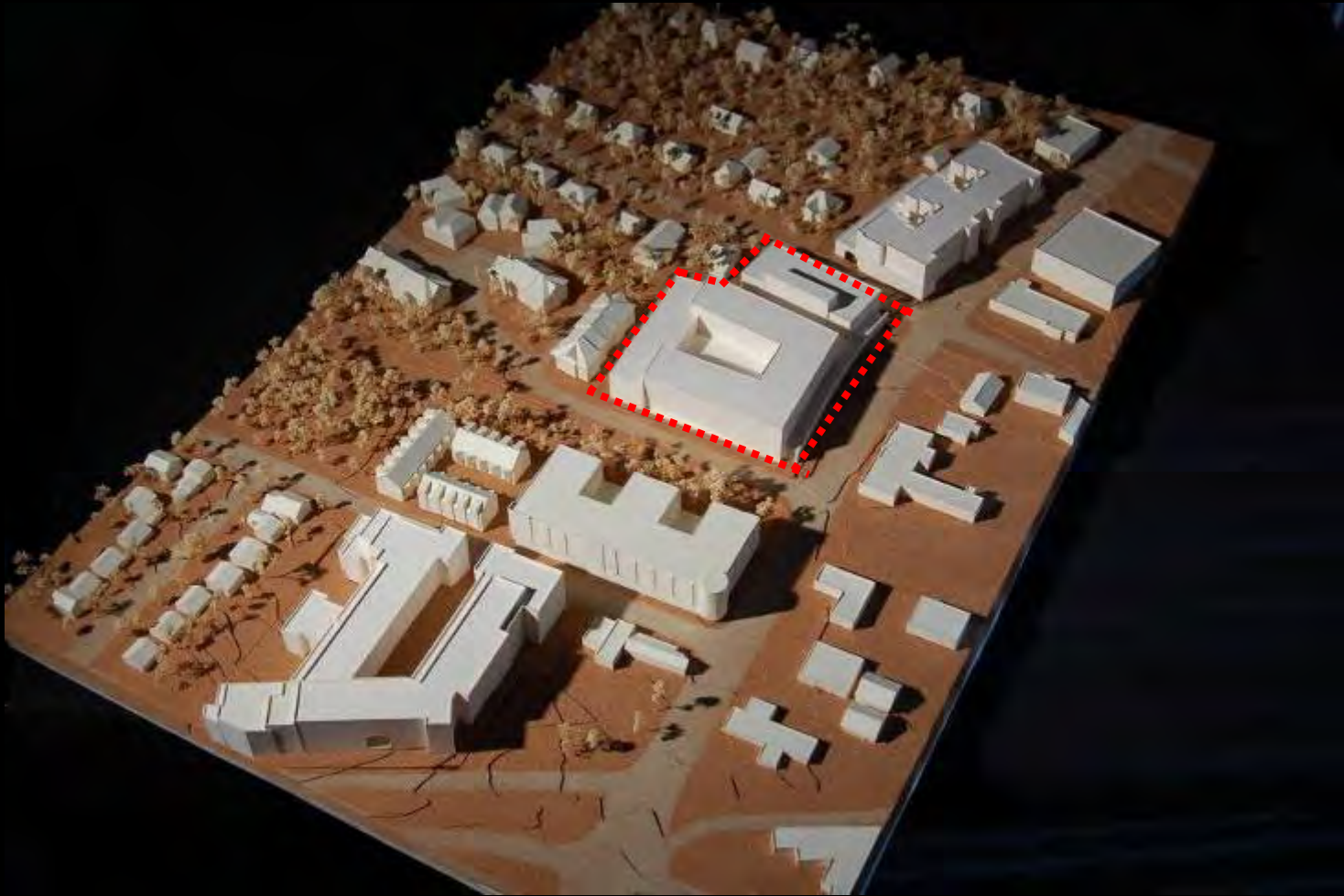


GATEWAY ENTRY TO CITY ILLUSTRATING AXIAL VIEWSHEDS TO VILLAGE STEEPLES

Existing Conditions Site Massing



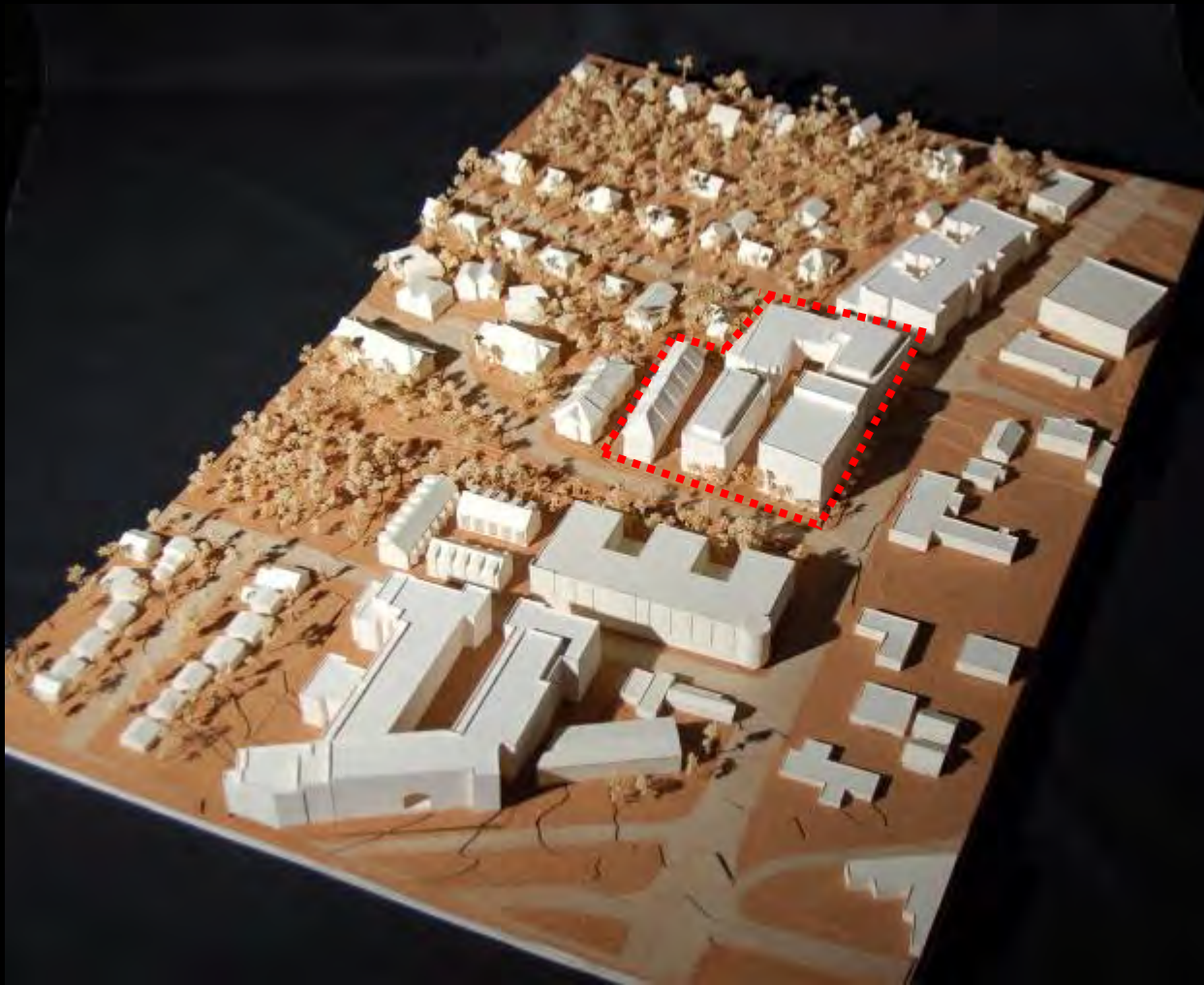
First Massing Model



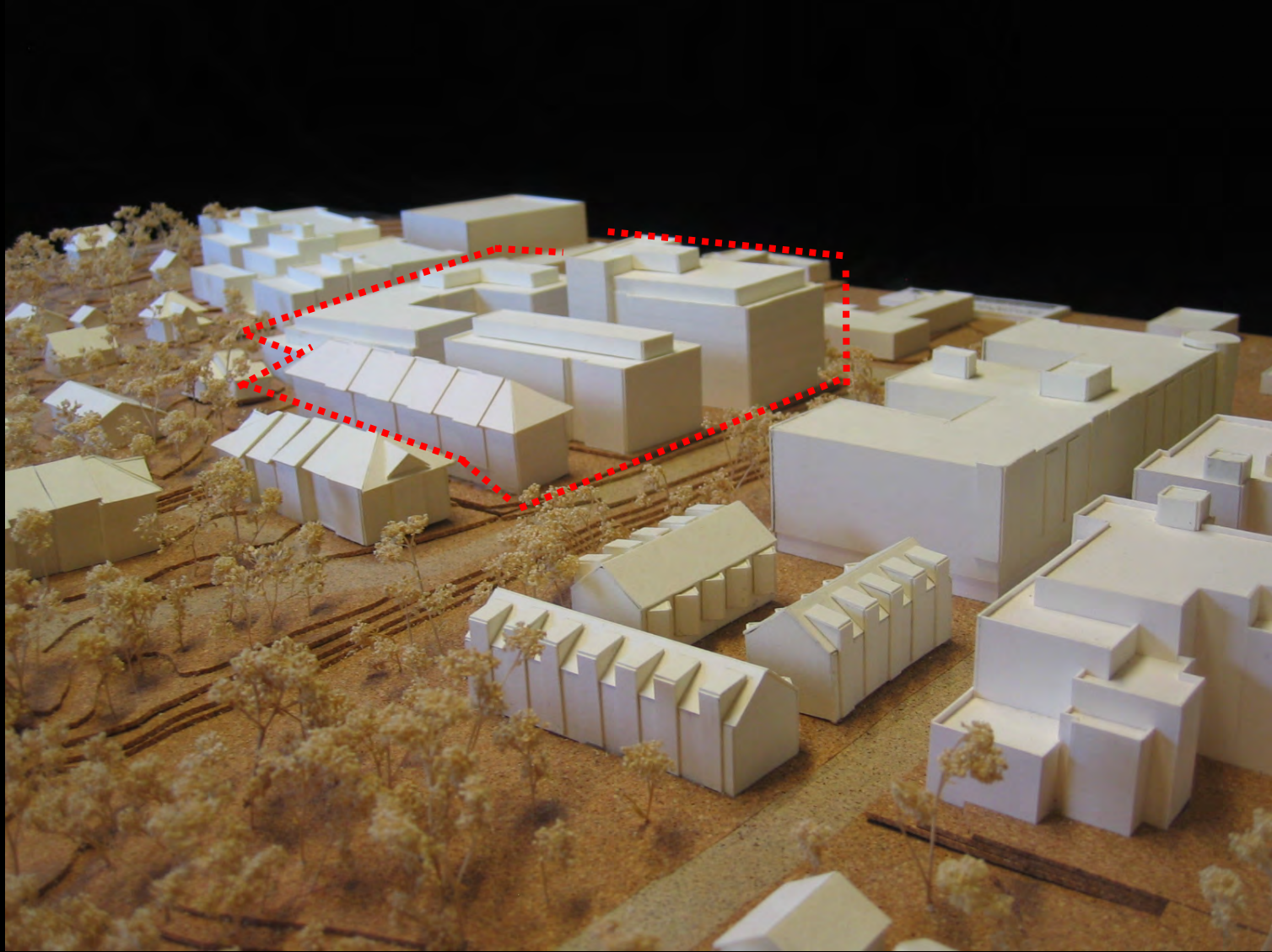
Second Massing Model



Third Massing Model



Current Proposed Massing Model



Falls Church Gateway Today



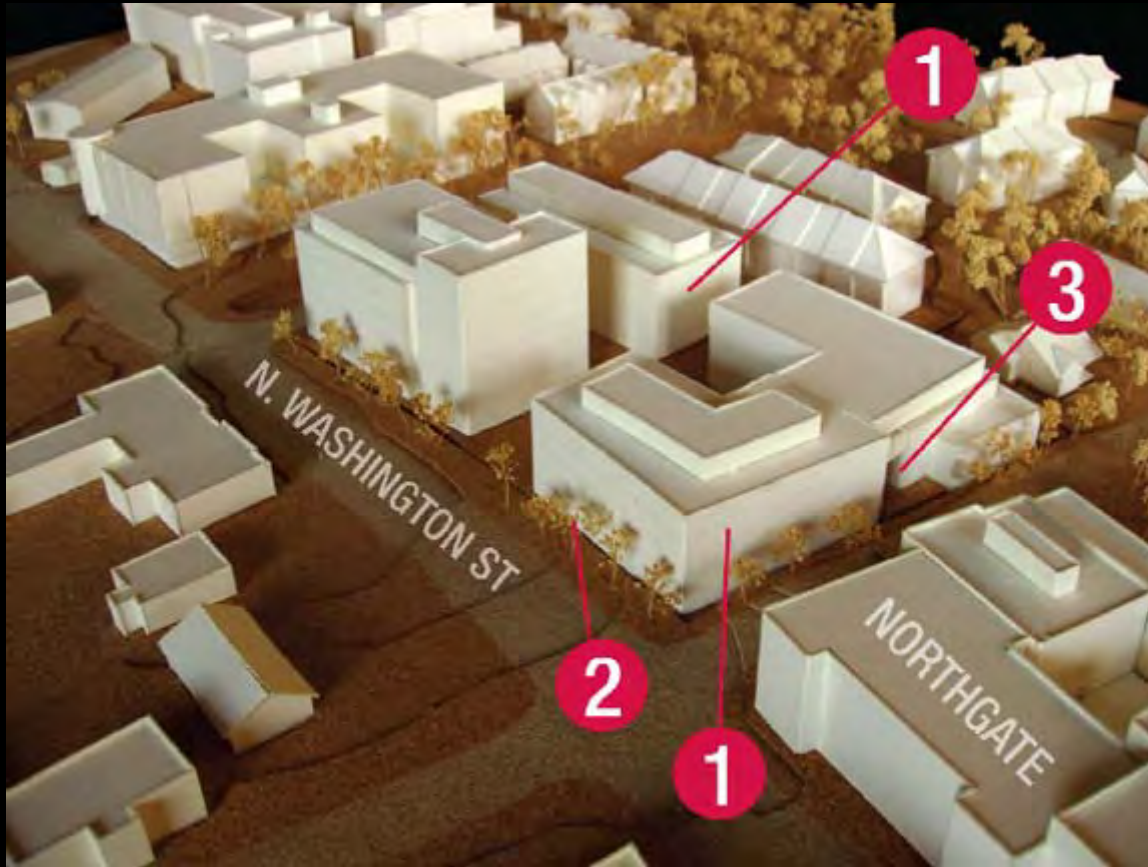
Falls Church Gateway (Previous heights)



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Revisions to Proposed Project



1. Residential buildings lowered by two stories. Maximum building height is 55 feet; therefore no height bonus required for residential component.
2. The street-level of Building B has been converted to be entirely commercial space.
3. Pedestrian portal has been expanded to be two stories in height.

**NEW COMMERCIAL RATIO
=30.7%**

Falls Church Gateway Proposed (Revisions)



Site Concept: Office | Retail | Residential | T.O.D.

City's Gateway:

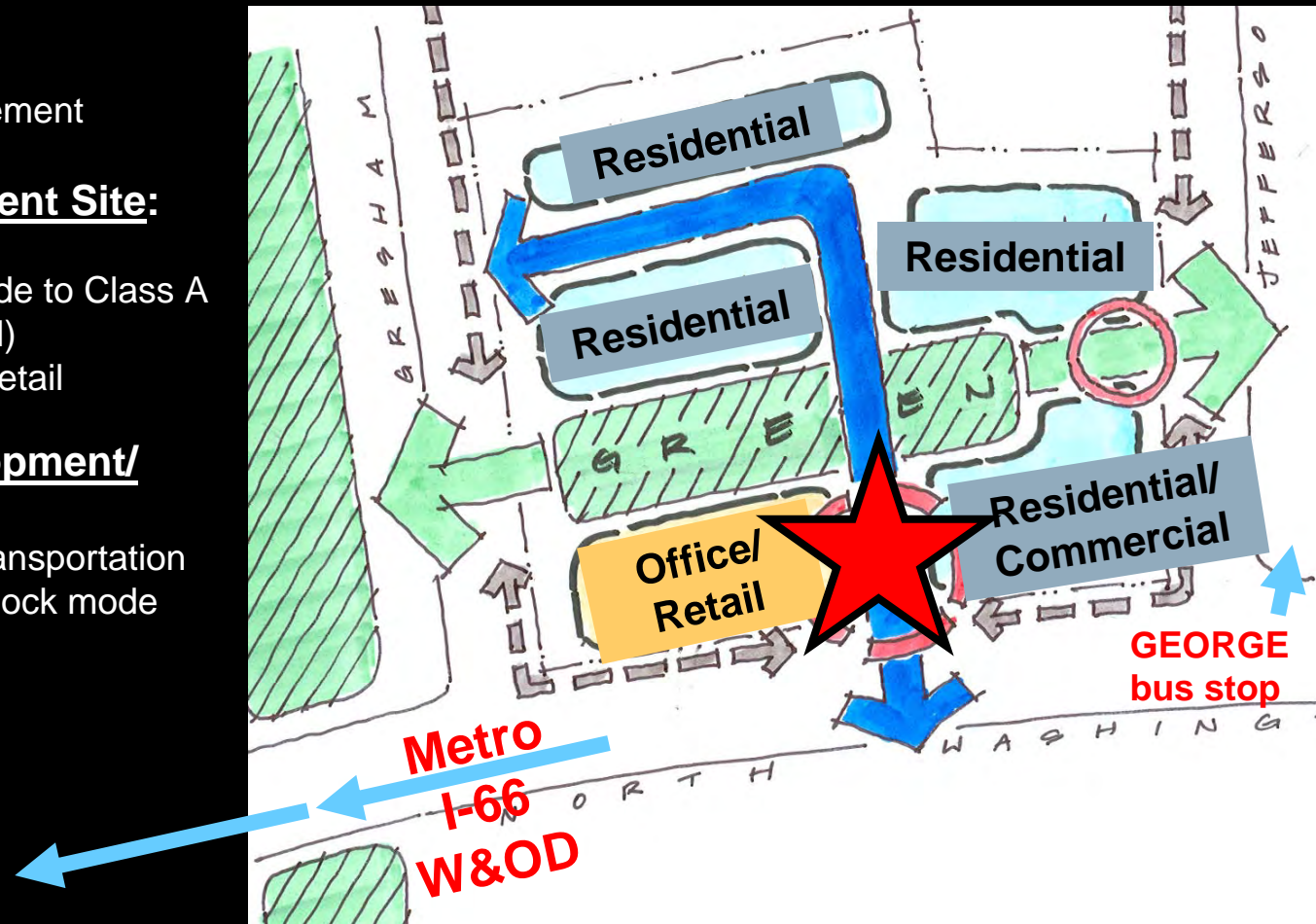
- Strong architectural statement

Mixed-Use Redevelopment Site:

- Mix of housing types
- Commercial office upgrade to Class A (30.7% commercial)
- Neighborhood Serving Retail

Transit-Oriented Development/ Smart Growth:

- Access to multi-modal transportation
- Designed in street and block mode
- Underground parking

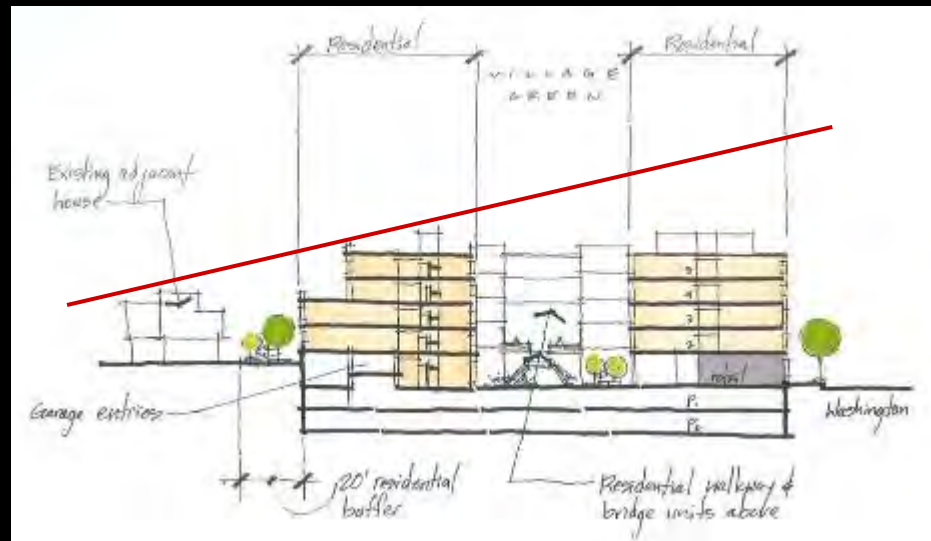
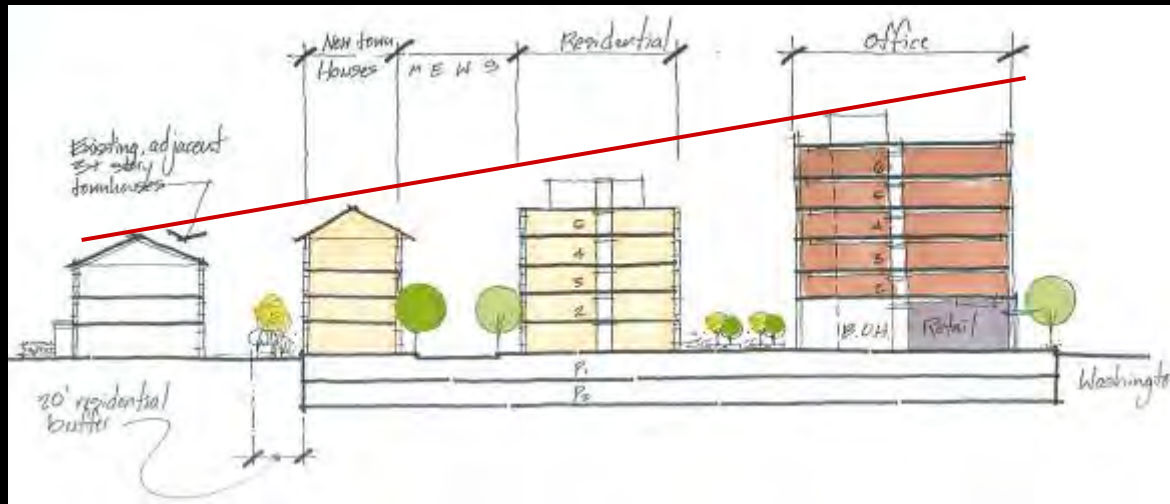


Mixed Use Program: Office | Retail | Residential

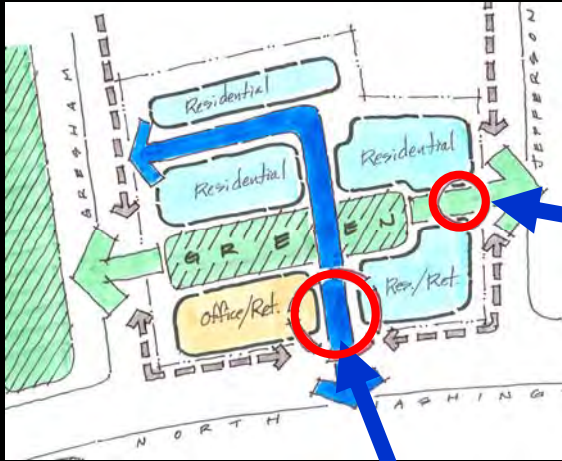
| KEY | USE | SQ. FT. | UNITS |
|-------|---|-----------|-------|
| A | OFFICE | 68,715 SF | |
| | RETAIL / (COMMERCIAL) | 8,707 SF | |
| B & C | RESIDENTIAL | 98,225 SF | 87 |
| | COMMERCIAL / (RETAIL) | 7,321 SF | |
| D | RESIDENTIAL | 55,975 SF | 63 |
| E | TOWNHOUSES + (w/ garden – level units) | 37,480 SF | 10 |



Scale Transition to Neighborhood



Pedestrian | Neighborhood Connections



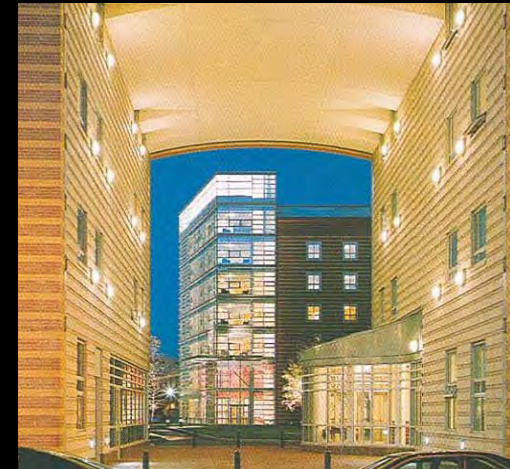
Connections through Site



Jefferson Street Elevation Sketch: Portal to Village Green



Washington Street Elevation Sketch: Gateway Feature

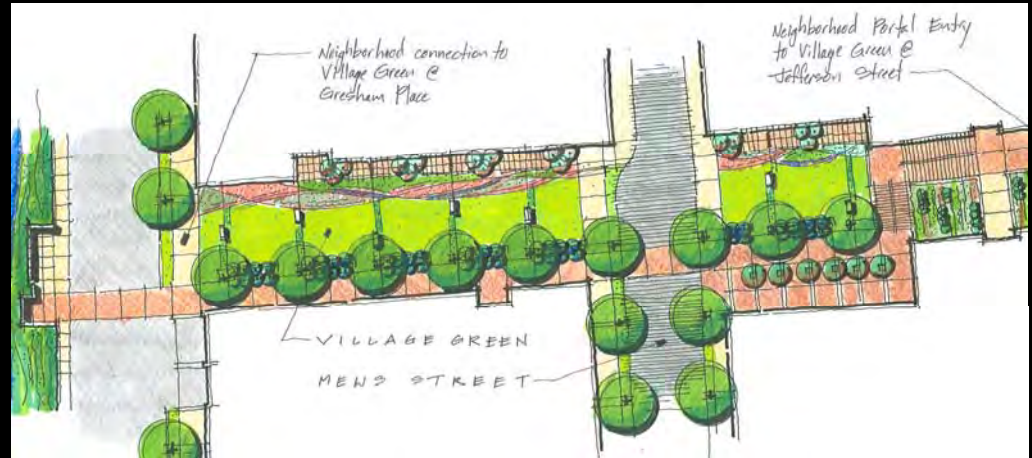


Portal View to Green + Gateway Feature

Village Green Concept



Mews Street Concept



"It is important to establish additional connections from corridors directly to adjacent residential neighborhoods, including possibly the creation of smaller, adjacent plazas or semi-open areas to draw people to and from the busy streets".

*- Falls Church Design Guidelines
p.26*



Village Green Precedent

Falls Church Gateway (Previous heights)



Falls Church Gateway (Revisions)



Falls Church Gateway

Smart Growth Alliance Recognition

Washington Smart Growth Alliance

Smart Growth Recognition Program

Smart Growth Alliance Members

- ULI Washington
- Chesapeake Bay Foundation
- Greater Washington Board of Trade
- Coalition for Smarter Growth
- Metropolitan Washington Builders' Council



Project received Smart Growth Alliance Recognition

Recognition criteria include:

- Location
- Density, Design, and Diversity of Uses
- Transportation, Mobility, Accessibility
- Environment
- Community Benefits

No developer has been recognized more than

Akridge

Project Attributes | City Objectives

Create a Sense of Place - Mixed Use

Integrated **urban village** with a true mix of uses including **30.7%** of space dedicated to Class A commercial use.

Create Pedestrian Connections

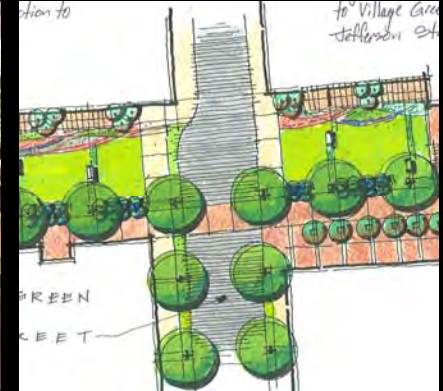
“... important to **establish additional connections ... to adjacent residential neighborhoods**, including creation of smaller, adjacent plazas or semi-open areas to draw people to and from the busy streets”.

Create Gateways

Convey a “dramatic sense of entry and departure from Falls Church” with an **architectural statement** on North Washington Street.

Transition from Commercial to Residential Areas

Recognize the clustered and single-family residential neighborhood behind the project site by **stepping down heights** from North Washington Street.



City of Falls Church Design Guidelines

Project Attributes | City Objectives

Transit-Oriented Development/

Smart Growth:

- Access to multi-modal transportation (Metro, GEORGE Bus, W&OD, I-66)
- Zipcar & shared parking
- Upgrade to full traffic signal at Gresham Place

Commercial Office Upgrade:

- Class-A office space with 30.7% of the project dedicated to commercial use

Diversity of Housing Types:

- Multi-family, townhouse and garden-level
- Cash contribution to affordable housing fund that will provide significantly more affordable units than if provided on-site

Environmental Enhancements:

- Green roof on office building & village green
- Excavation and removal of contaminated soil caused by nearby automotive garages
- Reduction of impervious area of the site
- Improved stormwater management + quality
- LEED design elements



Project Attributes | City Objectives

Fiscal Impact

“Essential to the character and well-being of the city, new development should produce substantial positive net new commercial and residential revenue to the city.”

- Zoning Ordinance Section 38-4 (F)

Existing Real Estate Assessment

\$13 Million (no change)

Projected Real Estate Assessment

Over \$87 to \$107 Million

Existing Net Annual Fiscal Revenue

\$110,000 (no change)

Projected Net Annual Fiscal Revenue

\$480,000 to \$680,000

(Over \$200,000 per acre)

Equivalent Real Estate Property Tax

Represents approximately \$100 less in annual property tax for the typical Falls Church homeowner

